

## Appendix A

### REPORTED ROADWAY DEFICIENCIES

**Table A-1**  
**State Highway 39/US Highway 26 Corridor Plan**  
**Reported Deficiencies by Segment/Time Frame**

Location	Milepost(s)	Reported Deficiency				
		No.	Description	Type <sup>1</sup>	Frequency <sup>2</sup>	Source
US HIGHWAY 26 Moreland Rd. – I-15 NB Ramps Mileposts 301.54 – 306.10						
<i>Existing Deficiencies</i>						
Moreland Rd. – I-15 northbound ramps	301.54 – 306.10	1	Turn lanes needed at all intersections.	O	1	TF-TAC meeting/open house
Moreland Rd. – I-15 northbound ramps	301.54 – 306.10	2	No gaps in rush hour traffic from INL to allow traffic onto or across US 26. Up to 30 buses during rush hour from INL to Blackfoot.	L	1	Stakeholder interviews
Moreland Rd. – East of Danskin Canal Br.	301.54 - 303.62	3	Five-lane section needed.	L, O	2	TF-TAC meeting/open house
Moreland Rd.	301.54	4	Need to extend Moreland Rd. to north of US 26 to Lemhi Rd. in connection with closure of existing US 26/Lemhi Rd. intersection.	O	1	Agency staff
Moreland Rd.	301.54	5	To more efficiently serve agricultural truck traffic, need to designate Moreland Rd. between SH-39 and US 26 as part of SH-39, with jurisdictional transfer of existing segment of SH-39 between Moreland Rd. and US 26 to Bingham County.	O	1	Agency staff
Lemhi Rd.	301.66	6	Need to close existing intersection, with vacation of Lemhi Rd. to north and south of US 26 and extension of Moreland Rd. to north of US 26 to Lemhi Rd.	O	1	Agency staff
East of Lemhi Rd.	301.78	7	Acceleration lane needed for trucks turning left onto US 26 from access road serving transfer station and gravel pit.	O	1	Agency staff
Parks Rd/W. Porterville Rd.	302.45	8	Need to replace existing skewed intersection with two “T” intersections, one for Parks Rd. to north and west of existing intersection and one for W. Porterville Rd. to south and east.	G	1	TF-TAC meeting/open house
Parks Rd/W. Porterville Rd.	302.45	9	Acceleration lane needed for vehicles turning right onto US 26 from eastbound Parks Rd.	O	1	TF-TAC meeting/open house
Clark Rd. – Pioneer Rd.	302.88 – 304.24	10	Too many accesses to highway with 65-mph speed limit.	O, S	1	1. TF-TAC meeting/open house
Clark Rd.	302.88	11	Turn lanes needed.	O	2	1. Agency staff 2. TF-TAC meeting/open house
Clark Rd.	302.88	12	Stop sign on northbound approach of Clark Rd. located far to right, so hard to see.	S	1	TF-TAC meeting/open house
Clark Rd.	302.88	13	Drivers ignore stop sign on northbound approach of Clark Rd., enter intersection without stopping.	S	1	TF-TAC meeting/open house
East of Clark Rd.	303.01	14	Westbound right-turn lane needed at business center driveway.	O	1	TF-TAC meeting/open house
Danskin Canal Bridge	303.38	15	Narrow bridge.	G	2	1. Agency staff 2. TF-TAC meeting/open house
East of Danskin Canal Br.	303.62	16	Difficult transition from 5-lanes to 2-lanes.	G	1	TF-TAC meeting/open house
Bond Rd.	304.10	17	Southbound vehicles on Bond Rd. that turn left onto US 26 swing wide to right, so need to add striping to channelize turns better. Turn arrow also needed.	G	1	Agency staff
Bond Rd.	304.10	18	Centerlines on Bond Rd. approaches need restriping.	G	1	TF-TAC meeting/open house
Pioneer Rd. - SH-39	304.24 – 305.74	19	Better access control needed, particularly as development increases in future.	O	1	Agency staff
Pioneer Rd.	304.24	20	Stop sign on eastbound approach of Pioneer Rd. located far to right, so hard to see.	S	1	TF-TAC meeting/open house
Pioneer Rd.	304.24	21	Drivers ignore stop sign on eastbound approach of Pioneer Rd., yield only as needed.	S	2	TF-TAC meeting/open house
Pioneer Rd.	304.24	22	Poor intersection sight distance from eastbound approach of Pioneer Rd.	G	1	TF-TAC meeting/open house

<sup>1</sup>L = Level of Service, G = Geometric, O = Traffic Operations, S = Safety, B = Bike, P = Pedestrian

<sup>2</sup> Number of comments received.

Table A-1  
State Highway 39/US Highway 26 Corridor Plan  
Reported Deficiencies by Segment/Time Frame

Location	Milepost(s)	Reported Deficiency				
		No.	Description	Type <sup>1</sup>	Frequency <sup>2</sup>	Source
West of Pioneer Rd.	304.24	23	65-mph speed limit may be too high.	S	1	TF-TAC meeting/open house
Cenex Co-op driveway	304.38	24	Steep driveways.	G	1	Agency staff
Koch Flour Mill driveway	304.48	25	Problems with trucks turns into/out of plant (seasonal only - Aug.-Sept.).	O	1	Agency staff
W. Collins Siding Rd. – Groveland Rd.	305.09 – 305.27	26	High number of accidents.	S	1	TF-TAC meeting/open house
W. Collins Siding Rd.	305.09	27	Northbound right-turn too sharp for trucks.	G	2	1. TF-TAC meeting/open house 2. Stakeholder interviews
W. Collins Siding Rd.	305.09	28	Truck, auto backups between eastbound right-turn lane and industrial access road to south of US 26 along W. Collins Rd.	L, O	1	TF-TAC meeting/open house
Groveland Rd.	305.27	29	Steam from potato plant on S.E. corner of intersection causes sight obstruction (raising stacks may be possible solution).	S	5	1. TF-TAC meeting/open house 2. Stakeholder interviews
Groveland Rd.	305.27	30	Northbound right-turn is difficult, with high speeds and heavy volumes on US 26 in A.M. and P.M. peak hours.	L, O	1	Stakeholder interviews
Groveland Rd.	305.27	31	Southbound left-turn is difficult, with heavy volumes on US 26 in A.M. and P.M. peak hours.	L, O	1	TF-TAC meeting/open house
Groveland Rd.	305.27	32	Acceleration-type lane needed for southbound left-turning vehicles. This would be possible if s. leg of intersection was closed (see Deficiency No. 34) so that existing westbound left-turn lane would not be required.	O	1	Agency staff
Groveland Rd.	305.27	33	Signal or roundabout needed.	L,O	2	TF-TAC meeting/open house
Groveland Rd.	305.27	34	Groveland Rd. needs to be closed between W. Collins Siding Rd. and US 26 due to steam clouds from nearby potato plant and poor sight distance from northbound approach of Groveland Rd. at US 26 (makes this one of highest accident locations in county). Problem compounded for trucks by upgrade on northbound approach.	O, G	3	1. Agency staff 2. TF-TAC meeting/open house 3. Stakeholder meetings
Groveland Rd.	305.27	35	High number of accidents.	S	1	TF-TAC meeting/open house
SH-39	305.74	36	Driver confusion, possibly caused by poor signage and/or large intersection cross-width.	O	1	1. TF-TAC meeting/open house 2. Stakeholder interviews
SH-39	305.74	37	High number of accidents.	S	1	Stakeholder interviews
SH-39	305.74	38	No gaps in US 26 traffic to allow northbound left turns from SH 39 - signal needed.	L	2	Stakeholder interviews
Future Deficiencies						
Pioneer Rd. - SH-39	304.24 – 305.74	39	Need lower speed limits and access controls as future development shifts to commercial.	S, O	1	Agency staff
STATE HIGHWAY 39 – SEGMENT 1 Pocatello Ave. (American Falls) – N. Pleasant Valley Rd. Mileposts 101.87 (I-86B) – 8.17						
Existing Deficiencies						
Pocatello Ave. – S. Pleasant Valley Rd.	101.87 (I-86B) – 4.15 (SH-39)	43	Southbound/eastbound truck lane needed for truck traffic from beet dumps along S. Pleasant Valley Rd. to I-86 in American Falls.	O	1	TF-TAC meeting/open house
Pocatello Ave.	101.87 (I-86B)	44	Eastbound SH-39 to eastbound Pocatello Ave. needs to be through movement due to heavy truck volume and uphill grade on Pocatello Ave. to east of SH-39 – long truck queues on eastbound SH-39 approach during harvest season.	O	1	TF-TAC meeting/open house

**Table A-1**  
**State Highway 39/US Highway 26 Corridor Plan**  
**Reported Deficiencies by Segment/Time Frame**

Location	Milepost(s)	Reported Deficiency				
		No.	Description	Type <sup>1</sup>	Frequency <sup>2</sup>	Source
Hillcrest Ave.	101.41 (I-86B)	45	Drivers ignore stop sign on northbound approach of Hillcrest Ave.	S	1	Agency staff
Hillcrest Ave.	101.41 (I-86B)	46	Turn lanes needed.	O	1	TF-TAC meeting/open house
Hillcrest Ave.	101.41 (I-86B)	47	Flasher needed (requested by local residents)	O	1	Agency staff
Hillcrest Ave.	101.41 (I-86B)	48	Frequent accidents.	S	1	TF-TAC meeting/open house
Marina Rd./Ft. Hall Ave.	101.15 (I-86B)	49	Frequent accidents.	S	3	1. TF-TAC meeting/open house 2. Stakeholder interviews
Marina Rd./Ft. Hall Ave.	101.15 (I-86B)	50	Poor sight distance from northbound approach of Marina Rd. to west.	G	1	TF-TAC meeting/open house
Marina Rd./Ft. Hall Ave.	101.15 (I-86B)	51	Eastbound right-turn lane needed due to large number of trucks on downgrade in eastbound direction.	S	1	TF-TAC meeting/open house
Marina Rd./Ft. Hall Ave.	101.15 (I-86B)	52	Westbound right-turn lane needed to accommodate large volume of recreational traffic (esp. cars + boat trailers) from Pocatello area.	O	1	TF-TAC meeting/open house
Marina Rd./Ft. Hall Ave.	101.15 (I-86B)	53	Large volume of recreational traffic crossing SH-39 from northbound, southbound approaches of Marina Rd. – drivers ignore stop signs even though there are high truck volumes and higher speeds (55-mph speed limit) on SH-39 and existing flasher at intersection.	S	1	Agency staff
Marina Rd./Ft. Hall Ave.	101.15 (I-86B)	54	Southbound right-turn lane on Marina Rd. needed.	O	2	1. TF-TAC meeting/open house 2. Stakeholder interviews
Idaho St.	1.72	55	Confusion of drivers turning onto westbound SH-39 from Idaho St. - should use inside lane on SH-39 for acceleration, but end up in outside lane with faster-moving traffic instead. Restriping may be potential solution.	O	3	1. Agency staff 2. TF-TAC meeting/open house 3. Stakeholder interviews
Idaho St.	1.72	56	Lack of awareness of drivers in outside lane of eastbound SH-39 that they are in right-turn only lane – these vehicles continue to travel through intersection, causing confusion and potentially hazardous situation for drivers attempting to turn onto SH-39 from Idaho St. Advance signing may be potential solution.	O	3	1. Agency staff 2. TF-TAC meeting/open house
Idaho St.	1.72	57	Drivers on northbound approach of Idaho St. misjudge high speeds of traffic on SH-39, so attempt to pull onto highway using gaps that are too small.	O	1	Stakeholder meetings
Idaho St. – Lamb Weston Rd.	1.72 – 3.13	58	Speeds too high – need to reduce speed limit from 60-mph to 55-mph.	S	1	TF-TAC meeting/open house
Lamb Weston Rd. (s/o SH-39)	~ 3.13	59	Portable weigh station located on 90-degree curve – difficult for trucks to pull into, out of.	O	1	Stakeholder interviews
Snake R. Br. – Lamb Weston Rd.	2.81 – 3.13	60	Icing problem on curves causes accidents – need to reduce speed limit from 60-mph to 55-mph.	S	2	TF-TAC meeting/open house
Lamb Weston Rd./Marina driveway – N. Pleasant Valley Rd.	3.13 – 8.17	61	Farm equipment on highway is major traffic operations problem: <ul style="list-style-type: none"> <li>Frequently occupy part or all of opposing travel lane</li> <li>Must travel at low speeds (15 – 18 mph)</li> </ul> Possible solutions are turnouts, road widening, medians, or frontage roads.	O	3	Stakeholder meetings
Lamb Weston Rd. – S. Pleasant Valley Rd.	3.13 - 4.15	62	New roadway needed to west of SH-39 to serve truck traffic between potato farms and potato processing facilities.	O	2	TF-TAC meeting/open house
Lamb Weston Rd. – S. Pleasant Valley Rd.	3.13 - 4.15	63	Poor visibility and poor road surface conditions caused by blowing, drifting sand and snow.	O	1	Stakeholder interviews
Lamb Weston Rd./Marina driveway	3.13	64	Major truck movement to/from Lamb Weston Rd. Curve too sharp for trucks turning onto eastbound SH-39, so must cut corner across curb and sidewalk. Potential solution may be realignment of Lamb Weston Rd. to east or west of existing intersection.	G	3	1. Agency staff 2. TF-TAC meeting/open house 3. Stakeholder meetings
Lamb Weston Rd./Marina driveway	3.13	65	Poor visibility at night - needs illumination.	O	1	1. Stakeholder meetings
Lamb Weston Rd./Marina driveway	3.13	66	Icing problem on northbound approach of Lamb Weston Rd.	O	1	TF-TAC meeting/open house
Lamb Weston Rd./Marina driveway	3.13	67	Poor sight distance from northbound approach of Lamb Weston Rd.	G	1	TF-TAC meeting/open house

Table A-1  
State Highway 39/US Highway 26 Corridor Plan  
Reported Deficiencies by Segment/Time Frame

Location	Milepost(s)	Reported Deficiency				
		No.	Description	Type <sup>1</sup>	Frequency <sup>2</sup>	Source
Lamb Weston Rd./Marina driveway	3.13	68	Westbound right-turn lane needed into marina.	O	1	TF-TAC meeting/open house
Lamb Weston Rd./Marina driveway	3.13	69	Problem with drifting snow on north side of intersection.	O	1	TF-TAC meeting/open house
Lamb Weston Rd./Marina driveway	3.13	70	Trucks merging onto southbound Lamb-Weston Rd. from eastbound SH-39 do not yield to traffic turning left from westbound SH-39.	O	2	1. TF-TAC meeting/open house 2. Stakeholder interviews
Vollmer Loop Rd.	3.43	71	Poor sight distance from southbound approach of Vollmer Loop Rd.	G	1	TF-TAC meeting/open house
Idaho Equipment driveway	3.68	72	Large volume of turns cause rear-end accidents – southbound left-turn, northbound right-turn lanes needed.	O	1	TF-TAC meeting/open house
S. Pleasant Valley Rd. – north of Rast Rd.	4.15 – 5.52	73	Poor visibility and poor road surface conditions caused by blowing, drifting sand and snow.	O	2	1. Agency staff 2. TF-TAC meeting/open house
S. Pleasant Valley Rd.	4.15	74	Poor sight distance from eastbound approach to north due to trees on N.W. corner of intersection.	G	2	1. TF-TAC meeting/open house 2. Stakeholder interviews
S. Pleasant Valley Rd.	4.15	75	Poor sight distance from westbound approach to north due to row of trees extending north from N.E. corner of intersection.	G	2	1. Agency staff 2. TF-TAC meeting/open house
Rast Rd.	5.17	76	Northbound left-turn lane needed.	O	1	Stakeholder interviews
North of Rast Rd. – south of Center Pleasant Valley Rd.	5.52 - 5.70	77	Narrow road with large volume of farm traffic.	G	1	Agency staff
Center Pleasant Valley Rd.	6.17	78	Poor sight distance from eastbound approach of Center Pleasant Valley Rd. to south due to power pole on S.W. corner of intersection.	G	1	TF-TAC meeting/open house
Center Pleasant Valley Rd.	6.17	79	Northbound left-turn lane needed.	O	2	1. TF-TAC meeting/open house 2. Stakeholder interviews
Fairview Lane	7.17	80	Northbound left-turn lane needed.	O	1	TF-TAC meeting/open house
Fairview Lane	7.17	81	Poor sight distance from westbound approach to north due to row of trees extending north from N.E. corner of intersection.	G	1	TF-TAC meeting/open house
Moser Rd.	7.84	82	Poor sight distance from southbound Moser Rd.	G	1	Stakeholder interviews
Driscoll Farms driveway - N. Pleasant Valley Rd.	7.96 - 8.17	83	Conflicts between trucks turning out of Driscoll Farms driveway and vehicles using two-way center turn lane.	O	1	TF-TAC meeting/open house
N. Pleasant Valley Rd.	8.17	84	Potato cellars on both sides of highway create high truck traffic.	O	1	Stakeholder interviews
N. Pleasant Valley Rd.	8.17	85	Two-way center turn lane also used as passing lane.	O	1	TF-TAC meeting/open house
Future Deficiencies						
			No future deficiencies identified.			
STATE HIGHWAY 39 – SEGMENT 2 Sage Rd. – Thomas Rd. Mileposts 35.34 – 43.60						
Existing Deficiencies						
Sage Rd. – US 26 (Blackfoot)	35.34 – 52.94	86	Cut-off may be needed via Springfield-Taber Rd. to serve truck traffic.	O	1	Agency staff
South of Sage Rd. – north of Sage Rd.	35.23 - 35.53	87	Speeds on curve too fast.	S	1	TF-TAC meeting/open house
Ferry Butte Rd.	37.64	88	Skewed intersection angle.	G	1	Stakeholder interviews

Table A-1  
State Highway 39/US Highway 26 Corridor Plan  
Reported Deficiencies by Segment/Time Frame

Location	Milepost(s)	Reported Deficiency				
		No.	Description	Type <sup>1</sup>	Frequency <sup>2</sup>	Source
Church driveways north of Ferry Butte Rd.	37.76	89	High turning volumes into church – southbound left-turn lane needed.	O	1	TF-TAC meeting/open house
Main St. (Pingree) – US 26 (Blackfoot)	38.13 – 52.94	90	Five-lane roadway needed.	L, O	1	TF-TAC meeting/open house
Store driveway north of Main St. (Pingree)	38.19	91	High turning volumes into store – southbound left-turn lane needed.	O	1	TF-TAC meeting/open house
Sheeptrail Rd. – US 26 (Blackfoot)	39.89 – 52.94	92	Poor signage for truck drivers from outside area.	O	1	Stakeholder interviews
Willow Bend Rd.	41.01	93	High truck turning volumes into Wadda Farms – southbound right-turn lane needed to allow through traffic to pass	O	1	Stakeholder interviews
South of Liberty Rd. – north of Liberty Rd.	41.99 – 42.85	94	Need to reduce speed limit due to high seasonal (Oct. – Dec.) volume of truck traffic at Liberty Rd. (beet dump and Liberty Produce located adjacent to intersection).	S	1	TF-TAC meeting/open house
Liberty Rd.	42.34	95	Poor geometrics – acute angles of eastbound and westbound approaches on Liberty Rd.	G	3	1. Agency staff 2. TF-TAC meeting/open house
Liberty Rd.	42.34	96	Conflicts between school buses and trucks accessing beet dump near intersection during harvest season.	O	1	Stakeholder meetings
Liberty Rd.	42.34	97	Poor sight distance in both directions for school buses from westbound approach.	G	1	Stakeholder meetings
Liberty Rd.	42.34	98	Need to regularly restripe Liberty Rd., Ash Rd. approaches – coordinate with County.	G	1	Agency staff
South of Thomas Rd.	43.03	99	Rock walls close to roadway.	G	1	Agency staff
<i>Future Deficiencies</i>						
Sheeptrail Rd	39.89	100	Planned Wadda Farms plant expansion to increase capacity by 35%.	O	1	Stakeholder interviews
<b>STATE HIGHWAY 39 – SEGMENT 3</b> <b>Thomas Rd. – US 26</b> <b>Mileposts 43.60 – 52.94</b>						
<i>Existing Deficiencies</i>						
Main St. (Pingree) – US 26 (Blackfoot)	38.13 – 52.94	101	Improved capacity needed for goods movement, farm machinery.	L	1	TF-TAC meeting/open house
Main St. (Pingree) – US 26 (Blackfoot)	38.13 – 52.94	102	General conflicts between school buses making stops and general traffic (worst in morning at 8:00A and again at 3:00P, but not as bad then). Leads to long queues.	O	2	Stakeholder meetings
South of Thomas Rd. – east of Hoff Rd.	43.56 – 44.92	103	Need to reduce speed limit from 60-mph to 45-mph due to adjacent development in Rockford area and poor geometrics at Hoff Rd. intersection.	S	1	TF-TAC meeting/open house
Thomas Rd. - US 26 (Blackfoot)	43.60 – 52.94	104	Cut-off may be needed via Willow Rd. or Hilltop Rd. to serve truck traffic. Would require extension of Willow Rd. between Thomas Rd. and Hoff Rd. or Hilltop Rd. to Hoff Rd.	O	1	Agency staff
Thomas Rd.	43.60	105	High number of accidents.	S	1	Agency staff
Thomas Rd.	43.60	106	Skewed intersection angle. Tight turn for school buses turning right from westbound approach of Thomas Rd. to northbound/eastbound SH-39.	G	1	Stakeholder interviews.
Rockford West Rd. – US 26 (Blackfoot)	44.15 – 52.94	107	Bike lanes needed.	B	1	TF-TAC meeting/open house
South of Hoff Rd. – east of Hoff Rd.	44.57 – 44.83	108	Speeds too high on curve (60 – 70 mph).	S	1	TF-TAC meeting/open house

**Table A-1**  
**State Highway 39/US Highway 26 Corridor Plan**  
**Reported Deficiencies by Segment/Time Frame**

Location	Milepost(s)	Reported Deficiency				
		No.	Description	Type <sup>1</sup>	Frequency <sup>2</sup>	Source
Hoff Rd.	44.72	109	Northbound left-turn lane needed.	O	5	TF-TAC meeting/open house
Hoff Rd.	44.72	110	Southbound right-turn lane needed, particularly for trucks to avoid rear-end accidents.	O	6	TF-TAC meeting/open house
Hoff Rd.	44.72	111	Poor geometrics – small-radius corner on eastbound approach of Hoff Rd. makes right-turns difficult, particularly for trucks traveling to beet dump at Liberty Rd.	G	2	1. Agency staff 2. TF-TAC meeting/open house
Hoff Rd.	44.72	112	Southbound acceleration lane needed on SH-39 for trucks turning right from eastbound Hoff Rd.	O	1	TF-TAC meeting/open house
Hoff Rd.	44.72	113	Poor sight distance to south.	G	2	Stakeholder meetings
Private driveway 150' east of Hoff Rd. on south side of SH-39	44.75	114	Poor sight distance to south.	G	1	TF-TAC meeting/open house
West of Peoples's Canal – Taylor Rd.	45.02 – 48.45	115	Roadway too narrow.	G	1	Agency staff
West of People's Canal – East of People's Canal	45.15 – 45.49	116	Vertical curve to west of People's Canal bridge causes poor sight distance from eastbound, westbound SH-39.	G	1	Stakeholder interviews
West of People's Canal – East of People's Canal	45.28 – 45.49	117	Upgrade in westbound direction makes hauling heavy, wide equipment difficult.	G	1	TF-TAC meeting/open house
West of People's Canal	45.30	118	Bus stop located just below crest of vertical curve may be difficult for eastbound drivers to see.	G	1	1. Stakeholder meetings
People's Canal Bridge	45.40	119	Narrow bridge makes hauling heavy, wide equipment difficult..	G	2	1. Agency staff 2. TF-TAC meeting/open house
East of People's Canal	45.40	120	Problems with drifting snow.	O	1	Stakeholder interviews
Tilden Rd.	45.94	121	Eastbound left-turn lane needed.	O	1	TF-TAC meeting/open house
West of Pine Rd. – west of Wilson Rd.	46.69 – 47.35	122	Problems with drifting snow.	O	2	TF-TAC meeting/open house
Cemetery driveways	47.01	123	Conflicts between cemetery and truck traffic.	O	1	TF-TAC meeting/open house
Snake R. Jr. H.S. driveway	47.26	124	Conflicts twice per day between general traffic on SH-39 and school buses (20+) exiting school parking lot at same time.	O	1	TF-TAC meeting/open house
Wilson Rd. – US 26	47.45 – 52.94 (Blackfoot)	125	Four-lane widening needed.	L, O	1	Agency staff.
Wilson Rd.	47.45	126	Congestion problem: <ul style="list-style-type: none"> <li>22 bus routes pass through intersection at same time twice per day (8:00 – 8:15 A.M., 3:00 – 3:35 P.M.), plus 600 student commuters</li> <li>frequent near-accidents (serious bus accident two months ago)</li> <li>takes 5 – 8 mins. to cross intersection in southbound direction in A.M. peak (school dist. superintendent, school dist. transportation coord.)</li> <li>significant turning volumes</li> </ul> Possible improvements may be signal or roundabout and eliminating or modifying gas station/foodmart driveway on west side of intersection.	L, O	5	1. TF-TAC meeting/open house 2. Stakeholder meetings
Wilson Rd.	47.45	127	High number of accidents.	S	1	Agency staff.
Wilson Rd.	47.45	128	Radius on northeast corner too sharp.	G	1	TF-TAC meeting/open house
Wilson Rd. – east of Wilson Rd.	47.45 - 47.63	129	Problems with drifting snow.	O	1	TF-TAC meeting/open house
Wilson Rd. – Trego Rd.	47.45 – 50.94	130	Delays to general traffic due to bus stops.	O	1	TF-TAC meeting/open house
Taylor Rd.	48.45	131	Poor sight distance from southbound approach of Taylor Rd. to west due to trees on northwest corner of intersection.	G	1	TF-TAC meeting/open house
Taylor Rd.	48.45	132	Eastbound, westbound left-turn lanes needed.	O	1	TF-TAC meeting/open house
Moreland Rd.	49.07	133	Difficult to access eastbound SH-39 from southbound Moreland Rd. (avg. delay of 30 – 60 secs.)	L, O	1	TF-TAC meeting/open house
Moreland Rd. (Riverside) – US 26 (Blackfoot)	49.07 – 52.94	134	Jurisdiction may need to be transferred to Bingham County, with reroute of SH-39 along Moreland Rd. to US 26 to better serve regional trips between SH-39 to south and US 26 to west of Moreland Rd. (particularly truck trips).	L, O	2	Agency staff
Moreland Rd. (Riverside) – US 26 (Blackfoot)	49.07 – 52.94	135	Bad mix of truck vs. local traffic.	O	1	Agency staff
Moreland Rd.	49.07	136	Westbound right-turn lane needed.	O	1	TF-TAC meeting/open house

**Table A-1**  
**State Highway 39/US Highway 26 Corridor Plan**  
**Reported Deficiencies by Segment/Time Frame**

Location	Milepost(s)	Reported Deficiency				
		No.	Description	Type <sup>1</sup>	Frequency <sup>2</sup>	Source
Moreland Rd.	49.07	137	Difficult grade change on northbound approach.	G	1	Stakeholder interviews
725 W. Rd.	49.20	138	Poor location for westbound lane drop – two westbound lanes need to be extended so that lane drop occurs to west of intersection.	O	1	TF-TAC meeting/open house
Riverside Rd. – US 26 (Blackfoot)	49.45 – 52.94	139	Riverside Rd. needs to be through route between SH-39 and US 26. Would require extension of Riverside Rd. between Taber Rd. and W. Porterville Rd.	L, O	1	TF-TAC meeting/open house
660/690 W. Rd. (Riverside) – US 26 (Blackfoot)	49.57 – 52.94	140	Four-lanes needed between Riverside (or Wilson Rd.) and US 26.	L, O	4	TF-TAC meeting/open house
East of Lewis Ln.	49.85	141	Left-turn, right-turn lanes needed at access road to new subdivision	O	1	TF-TAC meeting/open house
Clark Rd.	50.46	142	Poor sight distance from southbound approach of Clark Rd.	G	1	TF-TAC meeting/open house
Clark Rd.	50.46	143	High accident location – left-turn lane (eastbound?/westbound?) needed.	S, O	2	TF-TAC meeting/open house
Clark Rd.	50.46	144	Difficult grade change on northbound approach.	G	1	Stakeholder interviews
Trego Rd.	50.94	145	Higher accident location – narrow, turn lanes needed.	S, G, O	2	1. Agency staff 2. TF-TAC meeting/open house
East of Trego Rd.	50.94	146	Conflicts between farm vehicles and general traffic.	O	1	TF-TAC meeting/open house
East of Trego Rd.	50.94	147	Access/egress to/from highway difficult. Must sometimes wait 5 – 10 minutes to access highway due to high volumes, high speeds (60 – 65 mph), and truck traffic. Must decelerate in travel lane to turn off highway – causes rear-end accidents.	L, O	2	TF-TAC meeting/open house
Thomas Rd. – Wadsworth Rd.	51.39 – 51.93	148	High accident segment.	S	1	TF-TAC meeting/open house, stakeholder interviews
Thomas Rd.	51.39	149	Congested, high-volume intersection – large volume of traffic to/from Thomas Rd. due to drivers trying to avoid SH-39 to west (truck traffic, bus stops, general congestion).	L	3	TF-TAC meeting/open house
Thomas Rd.	51.39	150	Access to highway from northbound Thomas Rd. difficult.	O	1	TF-TAC meeting/open house
Thomas Rd.	51.39	151	Turn lanes needed.	O	4	1. TF-TAC meeting/open house 2. Stakeholder interviews
Thomas Rd.	51.39	152	High number of accidents.	S	2	1. Agency staff 2. Stakeholder interviews
Thomas Rd.	51.39	153	Difficult grade change on northbound approach.	G	1	Stakeholder interviews
Bishop Dr.	51.80	154	Westbound right-turn lane may be needed.	O	1	TF-TAC meeting/open house
Bishop Dr.	51.80	155	Possible inadequate sight distance from southbound approach of Bishop Dr. to east – difficult to turn left onto highway during A.M. peak hour.	G	1	TF-TAC meeting/open house
East of Bishop Dr.	51.90	156	Bus stop at bad location on curve.	O	1	Stakeholder meetings.
Wadsworth Rd. – US 26	51.93 – 52.94	157	Alternate route to south of existing alignment and terminating at Wadsworth Rd. may be needed.	L, O	1	TF-TAC meeting/open house
Wadsworth Rd.	51.93	158	Poor stopping sight distance – drivers on SH-39 do not expect vehicles turning to/from Wadsworth Rd.	G	1	TF-TAC meeting/open house
East of Wadsworth Rd.	51.93 – 52.19	159	Poor sight distances from approaches on north side of highway due to trees.	G	1	TF-TAC meeting/open house
Trailer park driveway	52.25	160	Rear-end accidents in vicinity of trailer park driveway.	S	1	TF-TAC meeting/open house
Groveland Rd.	52.46	161	Length of eastbound left-turn lane inadequate.	G	1	TF-TAC meeting/open house
Groveland Rd.	52.46	162	Westbound shoulder width to west of intersection inadequate.	G	1	TF-TAC meeting/open house
Bridge St./W. Collins Rd.	52.69	163	Significant congestion with no gaps SH-39 traffic – signal or roundabout needed.	L	5	1. TF-TAC meeting/open house 2. Stakeholder interviews
Bridge St./W. Collins Rd.	52.69	164	Westbound right-turn lane needed.	O	2	TF-TAC meeting/open house
Bridge St./W. Collins Rd.	52.69	165	Need illumination.	O	1	TF-TAC meeting/open house
Bridge St./W. Collins Rd	52.69	166	Safety problems with bicycle path crossing.	S	1	Stakeholder interviews
<b><i>Future Deficiencies</i></b>						
Twitchell Dr.	50.70	167	Turn lanes may be needed in future – 22-home subdivision planned for N.E. quadrant of SH-39/Twitchell Dr. intersection.	O	1	TF-TAC meeting/open house